
Transportation and Communications Committee
of the
Southern California Association of Governments
March 19, 2008

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Alan Wapner, Chair. There was not a quorum.

Members Present

Baldwin, Harry	San Gabriel
Bone, Lou	Tustin
Carroll, Stan	La Habra Heights
Chlebnik, John	WRCOG
Daniels, Gene	Paramount
Diels, Steve	Redondo Beach
Dixon, Richard	Lake Forest
Dunlap, Judy	Inglewood
Edgar, Troy	Los Alamitos
Glaab, Paul	City of Laguna Niguel
Green, Cathy	OCCOG
Gross, Carol	Culver City
Gurule, Frank	Cudahy
Hahn, Janice	City of Los Angeles
Leon, Paul	SANBAG
McLean, Marsha	North L.A. County
Messina, Barbara	Alhambra
O'Connor, Pam	Santa Monica
Ten, Mike – Vice Chair	South Pasadena
Wapner, Alan – Chair	Ontario

Members Not Present

Aldinger, Jim	Manhattan Beach
Ayala, Luis	SGVCOG
Bauman, John	Brea
Becerra, Glen	Simi Valley
Brown, Art	Buena Park
Buckley, Thomas	Lake Elsinore
Burke, Yvonne	Los Angeles County
Chastain, Kelly	SANBAG
Dale, Lawrence	Barstow
Flickinger, Bonnie	Moreno Valley

Members Not Present (cont.)

Gabelich, Rae	Long Beach
Garcia, Lee Ann	Grand Terrace
Glancy, Thomas	VCOG
Hack, Bert	TCA
Hernandez, Robert	Anaheim
Kelley, Trish	Mission Viejo
Lowe, Robin	Hemet/ RCTC
Lowenthal, Bonnie	Long Beach
Martinez, Sharon	SGVCOG
Masiel, Andrew	Pechanga Band of Luiseno Mission Indians
Millhouse, Keith	Moorpark
Mills, Leroy	Cypress
Nuaimi, Mark	SANBAG
Ovitt, Gary	San Bernardino County
Parks, Bernard	Los Angeles
Pettis, Gregory	Cathedral City
Quirk, Sharon	Fullerton
Roberts, Ron	Temecula
Rutherford, Mark	Las Virgenes/Malibu COG
Smith, Greig	Los Angeles
Spence, David	Arroyo Verdugo COG
Stone, Jeffrey	Riverside County
Sykes, Tom	Walnut
Wilson, Michael	CVAG

Via Video-Conference

Adams, Steve	Riverside, WRCOG
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New Members Present

Voting Members, Non Elected Officials

Nguyen, Lam	Caltrans
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1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

The Hon. Alan Wapner, Chair, called the meeting to order at 9:15 a.m.

2.0 PUBLIC COMMENT PERIOD

There were eight public comments related to the Draft 2008 RTP. Most of the comments were related to the Orangeline in general support of the project. Public comment in support of the Orangeline was given by:

Hon. Kirk Cartozian, City of Downey
Hon. Scott Larsen, Mayor, City of Bellflower
Yvette Abich, General Counsel, Orangeline Development Authority
Hon. Tony Lima, City of Artesia
Kia Mortazavi, Director of Strategic Planning, Orange County Transportation Authority
Daryl Hofmeyer, City of Paramount

Mr. David Liu, City of Diamond Bar, addressed the TCC regarding the adoption of the RTP in early April. He stated that this would put Diamond Bar in an awkward position of not having sufficient time to have a meaningful dialogue with SCAG representatives regarding Diamond Bar's concerns regarding Dedicated Truck Lanes on the I-710 for Clean Technology Trucks. It is Diamond Bar's opinion that the RTP has two fundamental flaws as it relates to the Dedicated Truck Lanes.

First, the RTP identifies a project to install Dedicated Truck Lanes on SR-60. This is a premature recommendation, given that SCAG is about to undertake a Comprehensive Goods Movement Study to investigate the best means to facilitate freight movement. A current study (MCGMAP) by MTA lacked sufficient technical depth to support the idea of Dedicated Truck Lanes on the SR-60.

Second, the RTP identifies a near-term project to construct Dedicated Truck Lanes on I-710. This project is planned to terminate at SR-60, which would push more truck traffic into the SR-60 Corridor – without any corresponding improvements.

The City of Diamond Bar has two requests for the TCC and SCAG's Regional Council:

- Remove the SR-60 Dedicated Truck Lanes Project from the RTP. If the pending study finds that this project has merit, it can be amended into the Plan or added in the next update of the RTP. Given that the project is a long-term concept, there would be no impact from forestalling its inclusion in the RTP.
- Change the terminus of the I-710 Dedicated Truck Lane Project to either end well short of SR-60 or continue past SR-60. Either of these options would remove pressure on SR-60 as the defacto truck corridor.

3.0 INFORMATION ITEMS

3.1 Update on the 2008 Draft RTP

Hasan Ikhata, SCAG Executive Director, informed the TCC that SCAG has assumed that the EPA would be providing \$2 billion dollars to the transportation budget. The EPA has yet to commit the funds.

Jonathan Nadler, SCAG, clarified for the committee that the transportation emission budgets that are used for conformity are for on-road sources. When staff is referring to rail and other sources, it has nothing to do with the regional emissions analysis. Within the Air Plan which was submitted to the US Environmental Protection Agency by the State, there is an assumption that up to 10 tons will be achieved from federal sources, specifically locomotives, by the Federal Government.

Hon. Janice Hahn, County of Los Angeles, stated that it needs to be clear that the region is looking to other alternatives to trucks, whether it be High-Speed Regional Transport (RSRT) or other zero emissions way to move the cargo up

and down I-710. There is a need for it to be clear that the MTA, the Ports, Caltrans, and SCAG, in its 710 EIR study, is looking at alternatives to trucks. If the Southern California International Gateway (SCIG) *Near Dock Inter-Modal Facility* is going to be included in the RTP, Wilmington residents as well as Long Beach residents have some serious concerns in terms of the SCIG being located very close to schools and residential areas. While the SCIG may take trucks off the freeway, the region needs to look at where the trucks are routed when traveling in and out of the SCIG. If the TCC is going to include the SCIG in the RTP, Hon. Janice Hahn requested that the communities' voices and comments be reflected since the SCIG is going through a process and not a project yet.

Mr. Ikhrata stated that in regard to the City of Diamond Bar's public comment that the SR-60 Dedicated Truck Lanes for Clean Technology Trucks, which is now being called a Clean Technology Corridor, is not in the Constrained Plan. Both the SR-60 and the I-15 portions are in the Strategic Plan. The only project in the Constrained Plan is the I-710 from the Ports. The projects contained in the Plan are Inter-Modal Facility assumptions; it does not mean necessarily the SCIG. The Inter-Modal Facility assumptions will allow the studies, applications, and environmental reviews to move forward. There was an issue that was raised by the Federal Agencies, which was that any private investment had to be in the RTP for it to move forward. Staff wanted to make sure that no private or public entity was denied the opportunity to move their project forward.

Hon. Alan Wapner informed the TCC that there were some public comments about whether the RTP's Passenger and Goods Movement HRST make sense. SCAG has received unsolicited proposals showing there is private interest in funding the HRST project and it is important that it be integrated between goods and passenger movement. The Initial Operating Segment (IOS) is extended in the RTP from San Bernardino to West L.A. (LAX) and from Ontario to Anaheim.

Hon. Alan Wapner moved on to discussion of the Orangeline. Previously the Orangeline was taken out of the RTP and placed in the Strategic Plan based on two premises: 1) the TCC felt that the Orangeline was more a transit plan than a high-speed rail plan, and 2) the TCC did not feel that the Orangeline met financial constraint. The Orangeline Development Authority (OLDA) came forward to the TCC and presented documentation showing the project did meet financial constraint and because of the extension into the high-desert, it was indeed a high-speed rail plan. With that, there was a motion made by the TCC to put the Orangeline back into the RTP Constrained Plan with the caveat that all the documentation that was required by SCAG be submitted by a specific date. Since that date, there have been a couple of occurrences: 1) OCTA has taken some action, and 2) there has been some concerns as to whether the Business Plan now works, considering that the right-of-way is either not going to be available, and if it is going to be available for free. At the April 3rd meeting of the TCC, the Committee will take an action as to whether to take the Orangeline out of the Constrained Plan and put it in the Strategic Plan.

Mr. Ikhrata stated that at this time SCAG does not feel the Orangeline meets financial constraint given the the OLDA has not submitted a Business Plan that contains the cost of the right-of-way, or an alternative right-of-way. There has been a change in federal rules which allow the Orangeline to be put in the RTP as a study. Gateway Cities COG, which most of the Orangeline cities belong to, and the City Manager Association took an action on the project. Their action was limited to conducting studies of a high-speed alternative on the Orangeline. OCTA has informed SCAG that the right-of-way is not available for use by the Orangeline. The MTA has not communicated their position on right-of-way availability within L.A. County, one way or the other. At this time I do not believe that it is in the best interest of the region to put the Orangeline in the Constrained RTP.

Hon. Gene Daniels, Paramount, stated that he was concerned about the counties and individuals who are opposed to the Orangeline project because of their personal/political agendas. The best way to review the necessity of the Orangeline is to join together, as a region, to move people. If the region does not come together and use common sense, and have a common goal, twenty-five years from now the region will still be in the same position looking for a way to move people.

Hon. John Chlebnik, WRCOG, stated that one of today's public comment speakers in support of the Orangeline has said that even without the right-of-way from OCTA, the fiscal constraints were met. Mr. Chlebnik said that if they could show that the requirements have been met, despite OCTA's actions, the project should stay in the RTP.

Hon. Frank Gurule, Cudahy, stated that the City of Cudahy, a member city of the JPA, is in support of the Orangeline because of the development it will bring into the region.

Hon. Troy Edgar, Los Alamitos, expressed that the way the TCC, as a body, deals with issues is an interesting process. When there is an issue such as the Orangeline, and there is a stakeholder group, it tests the group at the executive level with the Director and whether on a parity level, we treat each city fairly. At the leadership level of this council, and potentially above SCAG's leadership, how does the TCC adjudicate a process and try to be fair within the region. Within this council, do we listen to everyone's point of view and not let politics get in the way of our decision making? This body needs to stick to the facts. The Orangeline Business Plan, and the cost of the right-of-way, has been evaluated by legal staff of both SCAG and the OLDA. Through this process the TCC is now looking at the data once again, and coming to a different conclusion. The data in the Orangeline Business Plan is the same data that is contained in the IOS. This makes two agencies going down the same path and this body has made two different decisions, which are inconsistent. The Gateway Cities COG recommendation does mention the Orangeline. It talks about the Orangeline as a study, with a potential recommendation that maybe the PE right-of-way be evaluated as a study, and the Orangeline as an example. There are fourteen cities,

thirteen of which are in Los Angeles, that do not appreciate Orange County stepping in and saying that Orange County is going to take control of your destiny. The Orangeline has been in the Constrained RTP since 2004; this project has been a long process. Politics need to be put aside with the decision process and there needs to be room for compromise at every point.

Hon. Barbara Messina, Alhambra, stated the TCC members needed to use common sense with their decision on the Orangeline. The purpose of the member cities of SCAG is to move people across the region. Politics should not stand in the way of what is the right thing to do.

Hon. Paul Glaab, Laguna Niguel, stated that the Orangeline Financial Plan relies on \$200 million in public funds for environmental work. It is premature to include any project in the Pacific Electric Corridor in the Constrained 2008 RTP. The use of the PE right-of-way is currently being studied jointly by both OCTA and Metro. Per FHWA guidelines, the OLDA can continue planning studies even if the project is not listed in the Constrained RTP. Being listed in the Strategic Plan will not put the project at risk. For this reason, I feel that the project should be put into the Strategic Plan.

Hon. Marsha McLean, North Los Angeles County, stated that she was very active in the League of California Cities and served on many boards and transportation committees. She expressed concern with the fact that because of political agendas, there is misinformation being spread to the individuals who want to look to the future and come up with a vision for how to move people across the region in the next 25-50 years. It pretty much is one individual in particular who is spreading this misinformation, and it is unfortunate. The fourteen cities that are not in Orange County, but in L.A. County, are working very hard in order to make something happen that will benefit every single person in this region. Environmental concerns and zero emissions are critical to the RTP. Here is a plan with fourteen cities, with hundreds of thousands in population, working hard to make this happen for all of us. And, there is a very small group of people working against the good of the region. For example, when I first became a member of the TCC at my orientation meeting, a question was asked of staff about Maglev. Staff's response was that the Orangeline is never going to work. This is bias. The Executive Director of this agency needs to be objective and not have a pre-ordained idea of what will, or will not happen, in the future. The facts need to speak for themselves.

Hon. Marsha McLean stated that she would like to ask the Executive Director of the OLDA if the milestones that were completed are considered a Business Plan. And, can the Orangeline work without Orange County's participation?

Hon. Marsha McLean stated that the City of Santa Clarita was growing, with a population currently at 180,000, and is projected to be double that within the next 10-20 years. Santa Clarita is proposing to have a Maglev station in Santa Clarita and has set aside the potential rights-of-way, as has the other fourteen cities. I cannot sit on this committee, which is supposed to be looking at the whole region,

and allow a few individuals to dictate to Santa Clarita what is going to happen for its future.

Hon. Cathy Green, OCCOG, stated that Los Alamitos no longer belongs to the JPA. Santa Clarita may not want it self to be dictated what to do, but neither does OCTA want to be dictated on its right-of-way, that the Pacific Electric right-of-way be given away. OCTA has Go-Local Programs that are looking at that use. Orange County already has uses in its Plan. We have given cities \$100,000, in the first step of five funding processes, to study the right-of-way.

Hon. Carol Gross, Culver City, stated that in terms of this body she felt uncomfortable and was concerned when the committee starts getting into personalities and accusations. The members of the TCC should just be looking at the facts, and whether the requirements are complied with, and not get into who's who and personal agendas. This body should be addressing the issue, not the individuals.

Hon. Alan Wapner pointed out to the TCC that during the Draft 2008 RTP process, SCAG's Executive Director and staff had remained objective throughout the process. Chair Wapner also reminded the committee that its decisions are a recommendation to the Regional Council and that the Regional Council will have the opportunity to do what it wants with the RTP.

Hon. Marsha McLean stated that she wanted the members of the TCC, regardless of which side of the issue you are on to, stick to the facts and not spread misinformation. Hon. Marsha McLean once again stated that she wanted to find out from the Executive Director of the OLDA whether Orange County needs to be a part of this process. She requested that Orange County be left to whatever they want to do that the members of the TCC do not disparage a whole project just because you do not like it.

Hon. Steve Diels, Redondo Beach, inquired of staff if the Orangeline did, or did not, meet the objective requirements to be in the RTP? What are the implications of whether this project remains in the RTP or ends up in the Strategic Plan. With regard to the public rights-of-way, this region's cities will always be dealing with competing priorities for limited resources?

Hon. Alan Wapner inquired of the Hon. Marsha McLean if she was inclined to want to change the corridor to have it run entirely through Los Angeles and not extend into Orange County. Hon. Marsha McLean responded that she felt the TCC needed to find out is whether this project will meet the requirements without Orange County. Can the project continue without going through Orange County and can it continue without Orange County's support.

Hon. Steve Diels stated that the TCC was aware that there are a number of phases to the project and the 108-mile corridor will not be done all in one phase. The consideration the Executive Director of the OLDA can address is whether Orange County needs to be in any of the initial phases without precluding something in

the future, but without dictating to the region that they need to be part of any initial phases.

Hon. Alan Wapner reminded the TCC that at no time did OCTA make any statement that implied that they did not want to see the Orangeline in the Strategic Plan.

Mr. Al Perdon, Executive Director, OLDA, stated that in response to Councilmember McLean's question, yes, the project is viable without the Orange County segment. The project will be implemented in phases with an initial operating segment. Mr. Perdon stated that if he had the opportunity between now and the next meeting of the TCC to meet with staff, he believed that he could demonstrate this.

Hon. Alan Wapner asked Mr. Ikhata if there was time available for the Authority to submit a revised corridor at this time. Mr. Ikhata responded that for any project within the RTP, staff could not include any new corridor because of the 30-day circulation process requirement.

Hon. Troy Edgar stated that the reason that OLDA is trying to stay in the Constrained Plan is because they have been in the RTP since 2004. The Authority is a private/public partnership; they are trying to acquire companies to join in and help fund the project. OLDA has made trips to Wall Street and is working with investment banks. The banks have reported that there is a significant amount of risk for them to put a lot of money into this type of project without the necessary public commitment. By virtue of being in the Constrained Plan, the OLDA can work through rights-of-way and PEIR. Three years' worth of work has gone into getting public/private partnership money set up.

Hon. Marsha McLean inquired Mr. Perdon of if the Authority had submitted a Business Plan. Hon. Alan Wapner clarified that staff had said that there was not a revised Business Plan received from the OLDA after the loss of the right-of-way of Pacific Electric. Mr. Perdon responded that if the OLDA was asked to provide a revised Business Plan by SCAG, he was not aware of it. Mr. Ikhata stated that SCAG did request the Authority, in writing, to submit a revised Business Plan. SCAG's legal counsel stated that the OLDA could still submit a revised Business Plan.

Mr. Kia Mortazavi, Director of Strategic Planning, OCTA, informed the TCC that OCTA was currently working with Los Angeles County on L.A./Orange County border issues. As part of these discussions, we are also taking a look at the PE right-of-way. Putting a particular project in the Constrained RTP does not mean that the region is keeping an open mind. The financial plan reflects that the project is going to be operational in 2013. This is not a realistic set of assumptions. OCTA wants to work with Los Angeles on projects that work for both regions. Locally OCTA is looking at options within the County as well, but the idea is to tie them all together.

Mr. Mortazavi stated that OCTA needed to come together with MTA on the Orangeline. OCTA is the regional transportation planning agency for Orange County and as of this moment, OCTA is not in a position for a joint project with Los Angeles County. OCTA is looking at local projects and how to make local connections. The RTP is updated every four years. The Orangeline was in the 2004 RTP and is here again in 2008; this is why OCTA feels the project should be kept in the Strategic Plan. The region should continue to use federal dollars to study the project, have a meeting of the minds, and then perhaps there will be a project, but currently we do not have a project.

Hon. Troy Edgar stated that the Orangeline started through this process and has gained momentum and brought in visibility. Los Alamitos, as a small city, got involved because the right-of-way was vacant for eighteen years. Los Alamitos is now off of the Orangeline. This project is a business case and the region needs to go the course and needs to be data-driven. The IOS and Orangeline were both driven by the same SCAG data. If one is flawed, the other is flawed. I don't see the region focusing on the IOS. Looking at two data points, and coming to two separate conclusions, hints of essentially politics. As a region we need to look at the data and support the essence of our cities. This issue is about the Orangeline being able to stand on data. It is about the leadership of the Executive Board of the SCAG body and SCAG's Executive Director being unbiased, and, a judicating process that uses parity when we are looking at the same data.

Hon. Richard Dixon, Lake Forest, stated many years ago he was in a similar position with two cycles of the RTP. An airport issues was being discussed in Orange County. SCAG was moving the John Wayne Airport forward in the RTP. I was very much opposed to the project, but at the same time I had to keep my regional hat on. When it came time to vote for the RTP, even though I and some of my other colleagues did not want the airport in the RTP, I voted in favor of it because it is a regional document. The airport project stayed in the RTP because it was technically correct. It was a viable project that met all the guidelines. The reason why the Orangeline was in the RTP prior was because it qualified, but the rules have changed. It is up to SCAG's professional staff to present this body with the new rules. With the new rules and guidelines, staff makes sure that every project that goes into the RTP meets the rules. If the projects do not meet the rules, whether you want a project in or not, it does not matter. If for some reason the region does not meet the rules and the federal government decides that the region is out of conformity, this will have a negative impact on the region. The federal government can then step in and take over the planning for this region. What needs to be addressed now is whether the Orangeline meets the current guidelines to be in the RTP. If it does not, no matter how enthusiastic you are about the project, you have to look at the potential impact that it will have on the entire region.

Hon. Richard Dixon went on to say that the TCC needs to stick to the facts and rely on staff recommendation. If this body does not take staff recommendation, and we take an action without recommendation, we could be putting this region at risk in the future.

Hon. Kirk Cartozian, Downey, stated that he appreciated Mr. Dixon's points and inquired as to when the guideline rules had changed. Naresh Amatya, SCAG, responded that in 2006, the SAFETEA-LU was instated. Mr. Cartozian went on to say that two months ago, Mr. Dixon made a motion to include the Orangeline in the Constrained RTP because staff stated that the project met the guidelines. Mr. Dixon stated that that was correct but he had also publicly stated to not take his support as a continued support. Hon. Alan Wapner, TCC Chair, at that time stated that the OLDA had to meet the guidelines by this month. According to staff, these guidelines have not been met. It is the responsibility of the Authority's Executive Director to get with SCAG's Executive Director, to make sure the guidelines are clear and adhered to. The Authority's Executive Director did receive from SCAG, in writing, a request for additional information.

Hon. Harry Baldwin, San Gabriel, gave an example as to why the Orangeline be in the Strategic Plan. He stated that it was the same reason the San Gabriel Valley kept the Gold Line Extension in the Strategic Plan. It gave the Gold Line the opportunity to develop the funding to make sure that it can fit into the Constrained Plan. San Gabriel is waiting on the MTA to make a decision about its Long Range Plan. If the MTA's decision does not come forward, the Gold Line will drop out of the RTP. We, as a body, have the responsibility to look at the facts and how this is going to affect our entire region. We can not have projects in the RTP that would jeopardize the region's federal funding.

Hon. Bert Hack, OCCOG, inquired as to whether the change in the federal plan which allows planning funds to go forward, would provide a possibility that the Orangeline could come forward in the sense of planning funds rather than a project, and possibly alleviate the problem at this juncture. Hon. Alan Wapner responded that he would ask OCTA and the OLDA to get together and see if they could work out something of this nature.

Mr. Al Perdon stated that there is no credit taken with the Orangeline for air quality conformity. Whether the project is in or out, SCAG has not acknowledged the air quality benefits.

Mr. Ikhrata responded that to meet financial constraint, the RTP has to meet two requirements, the conformity and the financial constraints. The issue we are discussing is not about conformity, as the region meets conformity without the projects. The issue is if it meet the financial constraints. If you do not have a plan that meets the financial constraints this will put the plan in jeopardy.

Hon. Alan Wapner informed the TCC that there were some major concerns expressed in the RTP comments about the Policy Forecast compared to the Baseline Forecast. The CEHD took an action at the last meeting to change the Growth Forecast for the RTP to the Baseline Forecast. This change will be included with the Draft RTP that will be going to the Regional Council.

Hon. Alan Wapner announced that the TCC would decide on the final recommendations to the RTP at its next meeting on April 3rd. The Draft 2008 RTP will then go to the Regional Council for adoption on May 8th.

9.0 CHAIR'S REPORT

None

10.0 FUTURE AGENDA ITEMS

None

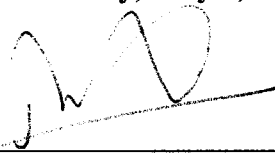
11.0 ANNOUNCEMENTS

SCAG's General Assembly will take place on May 8th and 9th at the Ontario Convention Center.

12.0 ADJOURNMENT

The Hon. Alan Wapner adjourned the meeting at 11:45 a.m.

The next meeting of the TCC will be held on **Thursday, May 8, 2008, at the Ontario Convention Center.**



Naresh Amatya, Acting Manager
Transportation Planning Division